



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0002861, Camden County
NHS00-0002-00(861)
SR 40 Widening and Reconstruction

OFFICE Preconstruction

DATE January 18, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Glenn Durrence
Angela Alexander
Paul Liles
Dennis Odom
BOARD MEMBER

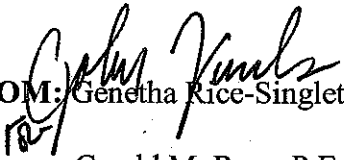
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0002861, Camden County
NHS-0002-00(861)
SR 40 Widening and Reconstruction

OFFICE: Preconstruction

DATE: October 26, 2007


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the widening, reconstruction and rehabilitation of SR 40 from MP 13.77 to MP 15.00 for a total of 1.23 miles. State Route 40 is a primary east-west corridor in southeast Georgia which connects Folkston on the west with Kingsland, I-95 and St. Mary's on the east. The existing roadway consists of a four lane undivided section. The collision data for years 2002, 2003, 2004 and 2005 indicate a high rate of angle and rear end crashes. The base year traffic (2012) is 14,200 VPD and the design year (2032) traffic is 23,000 VPD. This project is part of the Governor's Road Improvement Program (GRIP) and involves the multilaning of this corridor, serving as a catalyst for development of the region.

The project will rehabilitate the existing roadway from MP 13.77 to MP 13.85. The remainder of the project will consist of four; 12' lanes with an additional 6' added and one, 14' center turn lane with curb and gutter and 5' sidewalk. The side streets at the intersection of North and South Grove Blvd. will be realigned to improve geometrics. The project will be designed to incorporate a future 20' raised median. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; Time saving procedures is not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C And inflation	\$3,961,000	\$3,961,000	L050	LR
Right-of-way & Utilities*	\$6,233,000 \$787,000	\$6,233,000	L050	2009

*Notification letter sent to Kingland 5-26-2006.

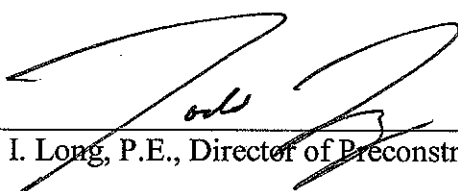
P.I. No. 0002861, Camden County
October 26, 2007

I recommend this project concept be approved.

^{GRS}
GRS: JDQ


Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

Project Concept Report
NHS-0002-00(861)
PI No. 0002861
Camden County

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office: District 5 Jesup

Project Number: NHS-0002-00(861)

County: Camden

P. I. Number: 0002861

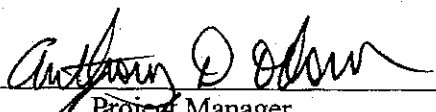
Federal Route Number: N/A

State Route Number: 40

County Road: N/A

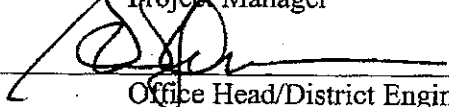
Recommendation for approval:

DATE: 7-11-07



Project Manager

DATE: 7-12-07



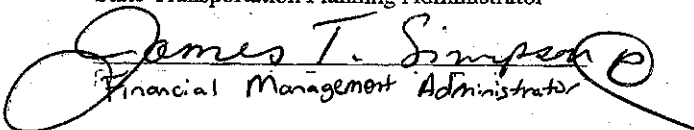
Office Head/District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: 9-26-07



Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office: District 5 Jesup

Project Number: NHS-0002-00(861)

County: Camden

P. I. Number: 0002861

Federal Route Number: N/A

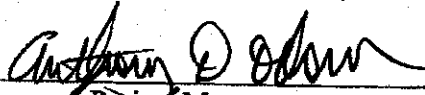
State Route Number: 40


County Road: N/A

Recommendation for approval:

DATE: 7-11-07

DATE: 7-12-07



Project Manager


Office Head/District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE: 9-24-07

DATE: _____

DATE: _____

DATE: _____

DATE: _____



State Transportation Planning Administrator

State Transportation Programming Engineer

State Environmental/Location Engineer

State Traffic Safety and Design Engineer

Project Review Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office: District 5 Jesup

Project Number: NHS-0002-00(861)

County: Camden

P. I. Number: 0002861

Federal Route Number: N/A

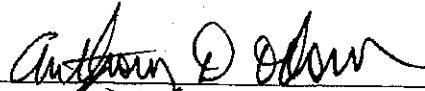
State Route Number: 40

County Road: N/A

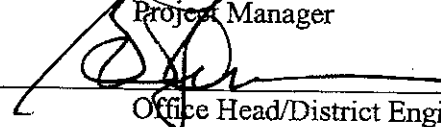
Recommendation for approval:

DATE: 7-11-07

DATE: 7-12-07



Project Manager



Office Head/District Engineer

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DATE: _____

State Transportation Planning Administrator

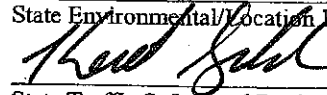
DATE: _____

State Transportation Programming Engineer

DATE: _____

State Environmental/Location Engineer

DATE: 9-17-07



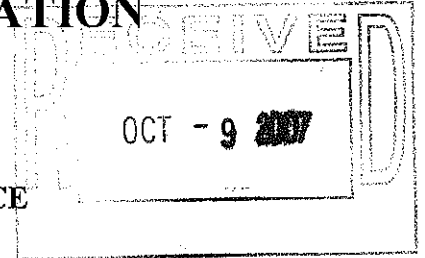
State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**


INTERDEPARTMENT CORRESPONDENCE



FILE: P.I. No. 0002861

OFFICE: Environment/Location

DATE: October 4, 2007

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
NHS-0002-00(861) / Camden County
Widen SR 40 from west of Grove Blvd. to east of Truss Plant Rd.

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

- 1) Several National Register eligible historic structures are known to exist along SR 40 in the project area. The St. Mary's Railroad is also considered eligible. The Kingsland Historic District is located at the western project terminus.
- 2) The Concept Report does not discuss if termini are logical. The document type appears borderline between CE and EA. Most likely, it will depend on the level of impacts.

If you have any questions, please contact Glenn Bowman at (404)699-4401.

GB/lc

Attachment

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Glenn Durrence

Project Concept Report
NHS-0002-00(861)
PI No. 0002861
Camden County

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office: District 5 Jesup

Project Number: NHS-0002-00(861)

County: Camden

P. I. Number: 0002861

Federal Route Number: N/A

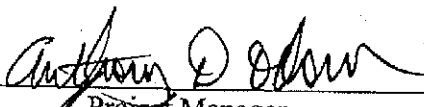
State Route Number: 40

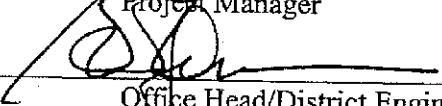
County Road: N/A

Recommendation for approval:

DATE: 7-11-07

DATE: 7-12-07



Project Manager


Office Head/District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).


DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Programming Engineer

DATE: 10/5/07



State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: NHS-0002-00(861)	County: Camden	PI No.: 0002861
Report Date: September 26, 2007		
Concept By: DOT Office: District 5		
<input checked="" type="checkbox"/> Concept Stage		
Project Type: Choose One From Each Column	<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural
		<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous
FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgment	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

Project Concept Report
NHS-0002-00(861)
PI No. 0002861
Camden County

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office: District 5 Jesup

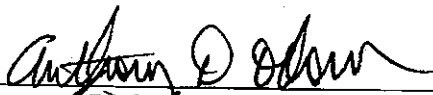
Project Number: NHS-0002-00(861)
County: Camden
P. I. Number: 0002861

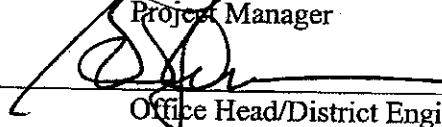
Federal Route Number: N/A
State Route Number: 40
County Road: N/A

Recommendation for approval:

DATE: 7-11-07

DATE: 7-12-07



Project Manager


Office Head/District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Programming Engineer

DATE: _____

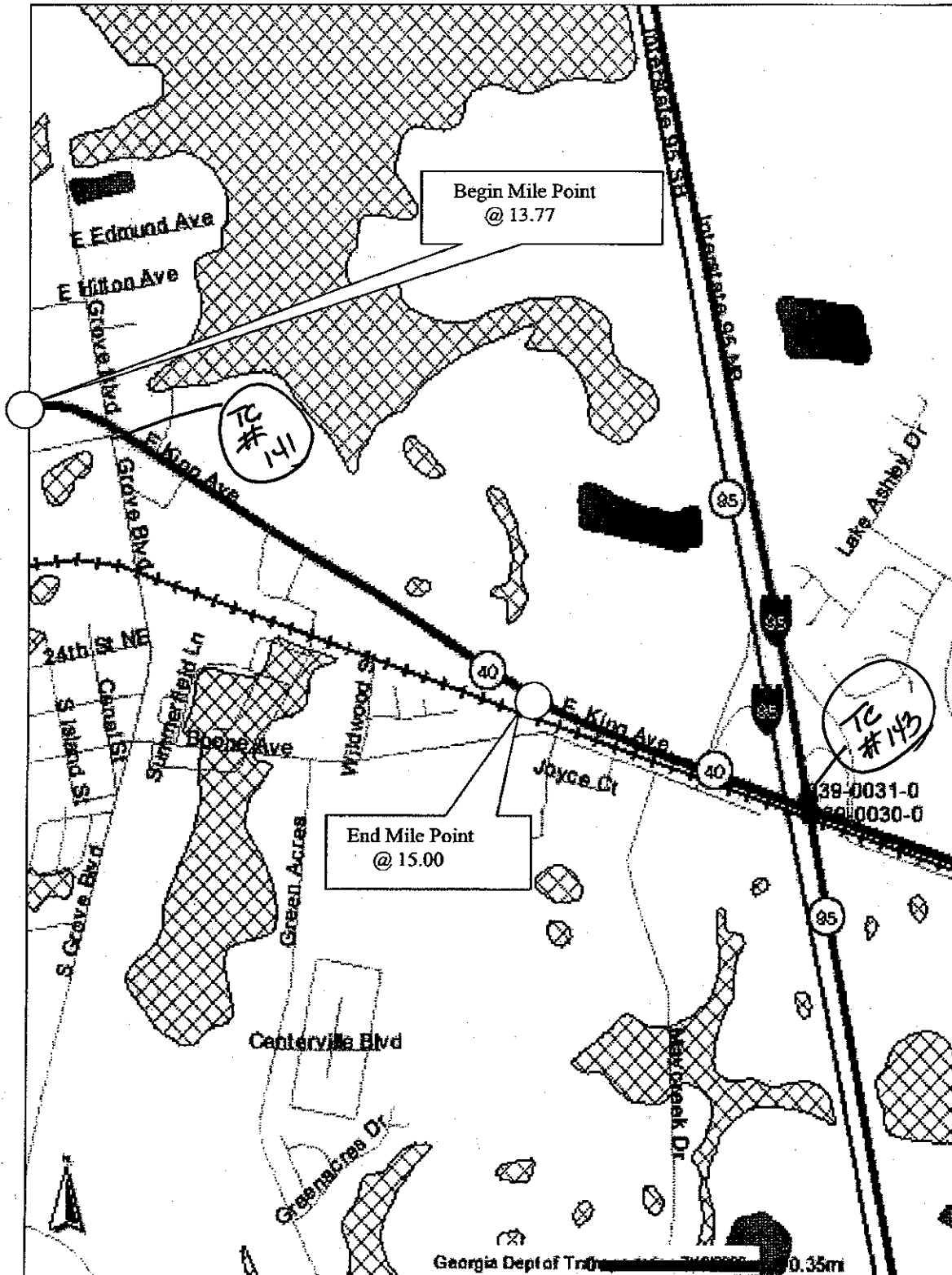
State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

Project Review Engineer



Need and Purpose:

State Route 40 is a major east-west corridor in southeast Georgia connecting Folkston on the west with Kingsland, I-95 and St. Mary's on the east. For its entire length between Folkston and St. Mary's, SR 40 is identified for eventual widening due to its inclusion on the Governor's Road Improvement Program (GRIP) as a truck access route. The GRIP was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. SR 40 was added to the GRIP by the State Legislature and approved by the Governor.

One portion of the improvement of SR 40 is project P.I. 0002861 which proposes to widen SR 40 between milepost 13.77 (west of Grove Blvd.) and milepost 15.00 (east of Truss Plant Rd.) in Camden County.

Camden County's population grew by 44.7% between 1990 and 2000 to a total population of 43,664. The project is located in Camden County Census tract 103.02, which had minority populations of 38.2% and 32.9% in the year 2000, respectively. By comparison, in the year 2000, Camden County had a minority population of 25%; while the statewide average was 34.9% (the U.S. Census defines a minority population as Black/African-American, Hispanic/Latino, Asian/Pacific Islander, or American Indian/Alaska Native). The U.S. Census Bureau estimated that 20.9% of Charlton County residents and 10.1% of Camden County residents lived below the poverty level in 1997, compared to a statewide average of 14.7%.

Year 2006 average daily traffic within the project limits 11,000 vehicles per day (VPD). The collisions data for years 2002, 2003, 2004 and 2005 indicate a high rate of angle and rear end crashes. Improving SR 40 to a multi-lane facility with separate turning lane will remove turning conflicts by providing refuge from the through traffic and should increase safety.

Description of the proposed project: The existing section on SR 40/E Kings Ave is a four lane undivided section. The proposed project proposes to rehabilitate the existing roadway from Mile Post 13.77 to Mile Post 13.85. The remaining portion is to widen the existing section between Mile Point 13.85 and Mile Point 15.00 in Camden County to a four lane divided urban section with a 14 foot two-way left turn lane. Five foot sidewalks are also proposed on both sides of the road. The side streets at the intersection of North and South Grove Blvd will be realigned to improve the geometrics. The project will be designed to incorporate a future 20 foot raised median. The total project length is 1.23 miles.

Is the project located in a Non-attainment area? ☐ Yes ☒ No. If yes, provide a comparison between the proposed project concept and the conforming plan's model description. Include such features as project limits, number of through lanes, proposed open to traffic year, etc.

PDP Classification: ☐ Major ☒ Minor

Federal Oversight: ☐ Full Oversight, ☒ Exempt, ☐ State Funded, or ☐ Other.

Functional Classification: Principle Arterial / Urban

U. S. Route Number(s): N/A **State Route Number(s):** 40 **County Route Number(s):** N/A

Traffic (Current Year, AADT): (2006) 11,000 ^{BASE} ~~(Design~~ Year, AADT): (2012) 14,200

DESIGN YEAR (2032) 23,000

del 11/13/07

(Future Year, AADT): (2032) 23,000

Existing design features:

- Typical Section: 4 -12' lanes w/ ditches
- Posted speed: 45 and 35 mph Mainline 25 and 35 mph Side roads
- Maximum degree of curvature: 2.0 %
- Maximum grade: 2 % 2 % 10.5 %
- Width of right of way: 100'
- Major structures: N/A
- Major interchanges or intersections along the project: Grove Rd. / E. King Ave. & Williams St.
- Mile Point Reference: 13.77 MP to 15.00 MP

Proposed Design Features:

- Proposed typical section(s): 4 - 12' lanes w/ an additional 6' added and 1 - 14' center turn lane with curb & gutter & 5' sidewalk.
- Proposed Design Speed: Mainline: 45 and 35 mph Side roads 25 and 35 mph Detour: N/A
- Proposed Maximum grade Mainline: 2 % Maximum grade allowable: 3.5 %
- Proposed Maximum grade Side Street: 2 % Maximum grade allowable: 3.5 %
- Proposed Maximum grade driveway: 10.5 %
- Proposed Maximum degree of curve: 6% Maximum degree allowable: 6 %
- Right of way
 - Width 125'(typical)
 - Easements: ☒ Temporary, ☐ Permanent, ☐ Utility, ☐ Other.
 - Type of access control: ☐ Full, ☐ Partial, ☒ By Permit, ☐ Other.
 - Number of parcels: 32
 - Number of displacements:

<input checked="" type="checkbox"/> Business:	<u>1 Possible</u>
<input type="checkbox"/> Residences:	_____
<input type="checkbox"/> Mobile homes:	_____
<input type="checkbox"/> Other:	_____
- Structures:
 - Bridge: N/A
 - Retaining walls: N/A
- Major intersections and interchanges. Grove Rd., Williams St. & SR 40/E. King Ave.
- Traffic control during construction: Two-way traffic will be maintained.
- Design Exceptions to controlling criteria anticipated: None anticipated.

	UNDETERMINED	YES	NO	N/A
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SPEED DESIGN: ☐ ☐ ☒ ☐
 VERTICAL CLEARANCE: ☐ ☐ ☐ ☒
 BRIDGE WIDTH: ☐ ☐ ☐ ☒
 BRIDGE STRUCTURAL CAPACITY: ☐ ☐ ☐ ☒

Design Variances: ☐ Yes ☒ No

- Environmental concerns: ☐ Section 404 permit, ☐ TVA, ☐ Water Quality, ☒ UST's, ☐ Hazardous Waste Sites, ☐ History, ☐ Archaeological
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? ☒ Yes, ☐ No
 - Categorical exclusion ☒ Yes, ☐ No
 - Environmental Assessment/Finding of No Significant Impact (FONSI): ☐ Yes ☒ No
 - Environmental Impact Statements (EIS): ☐ Yes ☒ No
- Utility involvements:

UTILITY		CONTACT	TELEPHONE
Cable TV	Kingsland Cable TV	Don Trednick	912-729-3777
Electric	Georgia Power-Distribution	Rick Long	912-897-3822
Electric	Georgia Power-Transmission	Dan Everitt	404-506-2889
Gas	Atlanta Gas Light	Craig McGalliard	912-239-6505
Telephone	TDS/Camden Telephone	Monroe Deese	912-882-1431
Water	City of Kingsland	Kenneth Smith	912-729-5613
Sewer	City of Kingsland	Kenneth Smith	912-729-5613

Project responsibilities:

- Design – District 5 Road Design
- Right of Way Acquisition – ☒ State ☐ Camden County
- Relocation of Utilities – Utility Companies
- Letting to contract – GDOT
- Supervision of construction – GDOT
- Providing material pits – Contractor (if required)
- Providing detours – Contractor (if required)

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes. 3-21-07
- Concept meeting date and brief summary. Attach minutes. 7-18-07
- P. A. R. meetings, dates & results. N/A
- ☐ FEMA, ☐ USCG and/or ☐ TVA - none
- Public Involvement. Possible Public Information Meeting to be held
- Other projects in the area: ☒ Yes ☐ No
 PI 0006455, SR 25; SR 40 & SR 40 Spur @ 10 locations- upgrade traffic signals
- Other coordination to date: ☐ Yes ☒ No
- Railroads N/A

• *VE STUDY: NOT REQUIRED JAL 10/24/07*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 4 Months.

- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 15 Months.

Other alternates considered:

No-Build Alternate: This alternative would be that no action would be taken to construct the project. Traffic congestion and operational problems would result because the existing 4-lane would be inadequate to handle future traffic.

Attachments:

1. Cost Estimate
 - a. Construction including E&C
 - b. Right of Way, and
 - c. Utilities
2. Typical Sections
3. Accident Summaries
4. Minutes of Initial Concept & Concept Meetings
5. Notice of Location and Design Approval

PRELIMINARY COST ESTIMATE

DATE: 8/3/07

PROJECT NUMBER: NHS-0002-00(861), Camden County

P.I. NUMBER: 0002861

PROJECT DESCRIPTION: SR 40 add center turn lane

PROPOSED CONCEPT: widening to include a 20' raised concrete median

TRAFFIC: S.R. 40 2006 EXISTING: 20400 AADT 2012 DESIGN: 26000 AADT

Program Process () Concept Development (X) Project Development ()

PROJECT COSTS

A. RIGHT OF WAY:

1. PROPERTY (LAND & EASEMENTS)	\$1,050,360
2. DISPLACEMENTS \$ RELOCATIONS -	\$744,750
3. OTHER COSTS (ADM./COURT/INFLATION) -	\$4,437,512
SUBTOTAL =====	\$6,232,622

B. NON-REIMBURSABLE UTILITIES:

1. TELEPHONE -	\$37,000
2. POWER - DISTRIBUTION -	\$160,000
3. WATER & SEWER -	\$555,000
4. CABLE -	\$25,000
5. GAS -	\$10,000
SUBTOTAL =====	\$787,000

C. MAJOR STRUCTURES:

1. WALLS -	\$0
2. BRIDGE- stream crossing - @ \$53/SF	
3. BRIDGE - over/underpass	\$0
4. BOX CULVERTS -	\$0
SUBTOTAL =====	\$0

pg 1 of 3

D. GRADING AND DRAINAGE:

1. EARTHWORK

Grading Complete	\$100,000
unclas excavation -	\$35,000

2. DRAINAGE

a. CROSS DRAIN PIPES (exc. Box culverts) - 816' of 18" @ \$44.54 / LF	\$36,345
960' of 24" @ \$54.43 / LF	\$52,253
816' of 24" @ \$70.20 / LF	\$57,283
Safety End Sections - 2 @ \$1086.45 EA.	\$2,173
2 @ \$1208.70 EA.	\$2,417
2 @ \$1970.45 EA.	\$3,941
Backfill, Type II - 11500 CY @ \$61.62/CY	\$708,630
b. CURB & GUTTER - 18480 LF X \$29.84 /LF	\$551,443
c. LONGITUDINAL SYSTEM (incl. Catch Basins)	
2165 LF of 18" SDP @ \$44.54 /LF	\$96,429
2165 LF of 24" SDP @ \$54.43 /LF	\$117,841
2165 LF of 30" SDP @ \$70.20 /LF	\$151,983
6 EA Drop Inlets @ \$3922.33 / EA	\$23,534
48 EA Catch Basins @ \$1137.19 / EA	\$54,585
SUBTOTAL =====	\$1,993,857

E. BASE AND PAVING:

1. AGGREGATE BASE -18810 SY / 8" GAB	\$213,305
2. ASPHALT PAVING - SUPERPAVE	
Leveling - 540 TN of 12.5 MM @ \$84	\$45,360
12.5MM - 4000 TN @ \$90	\$360,000
19MM - 2100 TN @ \$90	\$189,000
25MM - 3200 TN @ \$85	\$272,000
Tack - 2900 GAL @ \$1.32	\$3,828
3. CONCRETE PAVING -	\$0
4. OTHER (driveways, mill existing paving, etc.)	
Milling 1 1/2" Depth - 32000 SY @ \$1.65 /SY	\$52,800
SUBTOTAL =====	\$1,136,293

F. LUMP SUM ITEMS:

1. EROSION CONTROL -	\$20,000
2. CLEARING & GRUBBING -	\$0
3. TRAFFIC CONTROL -	\$45,000
4. LANDSCAPING -	\$0
5. DETOURS (incl Temp. bridges) -	\$0
SUBTOTAL =====	\$65,000

G. MISCELLANEOUS:

1. LIGHTING -	\$0
2. SIGNING & STRIPING - \$ 10,000/mi X 1.5 mi -	\$15,000
3. GUARDRAIL -	\$0
4. TRAFFIC SIGNAL UPGRADE -	\$150,000
5. CONCRETE SIDEWALK - 6045 SY @ \$39.88/SY	\$241,075
SUBTOTAL =====	\$406,075

ESTIMATE SUMMARY

A. RIGHTS-OF-WAY -----	\$6,232,622
B. NON-REIMBURSABLE UTILITIES -----	\$787,000

pg 3 of 4

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES -----	\$0
D. GRADING AND DRAINAGE -----	\$1,993,857
E. BASE AND PAVING -----	\$1,136,293
F. LUMP SUM ITEMS -----	\$65,000
G. MISCELLANEOUS -----	\$406,075
SUBTOTAL CONSTRUCTION COST -----	\$3,601,225
E & C (10%) -----	\$360,123
INFLATION (0 YRS @ 5% /YR) -----	\$0
TOTAL CONSTRUCTION COST =====	\$3,961,348
GRAND TOTAL PROJECT COST =====	\$10,980,970

pg 4 of 4

Cost Estimate Prepared by: Cassius O. Edwards, DE II

Department of Transportation State of Georgia

----- Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE June 29, 2007

FROM Phil Copeland, Right of Way Administrator

TO Christy Lovett District Design Jesup

SUBJECT Preliminary Right of Way Cost Estimate
Project: NHS-002-00(861)Camden
P.I. No.:0002861
Description: SR 40 Widening Project

As per your request, attached are copies of the updated approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required Right of Way was furnished with your request and is very much appreciated.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

PC:GAM

Attachments

cc: Brian Summers, Engineering Services
Wes Brock, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate

Date: June 28, 2007

Project: NHS-002-00(861) Camden Co.

P. I. # 0002861

Existing/Required R/W: VARIES/VARIES

No. Parcels: 32

Project Termini: Widening existing four lanes of SR 40 from mile post 13.85 to mile post 14.88 for a total of 1.03 miles

Project Description : Widening existing four lanes to include a 14 foot center lane with five foot sidewalks

Land:

Commercial	
105,036 SQUARE FEET@ \$10.00/P.S.F.	\$1,050,360.00
Industrial	
N/A	
Residential	
N/A	
Agricultural	
N/A	
Permanent Easement	
N/A	
TOTAL LAND	\$1,050,360.00

Improvements: one residential house, one business building, signs, asphalt, fence, outside lights

\$516,250.00

Relocation: one residential \$20,000.00
 one commercial \$25,000.00

\$45,000.00

Damages:

Proximity : 2 PARCELS \$75,000.00
 Consequential: 1 PARCEL \$35,000.00
 Cost To Cure: 5 PARCELS \$73,500.00

TOTAL DAMAGES

\$183,500.00

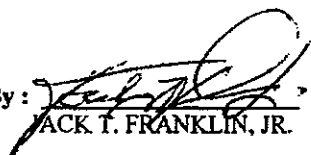
NET COST \$1,795,110.00

Net Cost		\$1,795,110.00
Scheduling Contingency	55 %	\$ 987,310.00
Adm/Court Cost	60 %	\$1,669,452.00
Inflation Factor	40 %	<u>\$1,780,750.00</u>
		\$6,232,622.00
ROUNDED		\$6,232,625.00

TOTAL COST: \$ 6,232,625.00

Project Concept Report
NHS-0002-00(861)
PI No. 0002861
Camden County

Prepared By :


JACK T. FRANKLIN, JR.

Approved :


GDOT R/W.

LAND SALES

DATE: JUNE 28, 2007

COUNTY: CAMDEN

<u>HIGHEST/BEST USE</u>	<u>SIZE/SQ.FT.</u>	<u>VALUE/SQ.FT.</u>	<u>TOTAL VALUE</u>
Commercial	10,454	\$11.96	\$125,000.00
Commercial	14,810	\$ 8.44	\$125,000.00
Commercial	30,056	\$10.00	\$300,560.00
Commercial	32,234	\$ 9.31	\$300,100.00

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
INTERDEPARTMENTAL CORRESPONDENCE

FILE: NHS-002-00(861) Camden, 0002861

OFFICE: Jesup, Georgia

DATE: June 26, 2007

FROM: Karon Ivery, District Utilities Engineer

TO: Dennis Odom, Attention: Christy Lovett, District 5 Design

SUBJECT: Utility Cost Estimate- SR 40 ADD CENTER TURN LANE

Per a request received June 8, 2007, a review of the preliminary plans and an onsite inspection was made by this office and the following utilities were found to be located within the project limits:

Telephone	Camden Telephone/TDS
Water & Sewer	City of Kingsland
CATV	Kingsland Cable TV
Power	Georgia Power Company-Distribution
Power	Georgia Power Company-Transmission
Gas	Atlanta Gas Light

This project consists of widening existing portions of SR 40 from the west of the intersection of Grove Road (MP 13.85) to the divided median east of Truss Plant Road (MP 14.88).

All existing facilities appear to on existing R/W.

This estimate is based upon a field visit to the project, concept plan and information from the City of Kingsland.

The existing telecommunication facilities that appear to in conflict belong to TDS which consist of approximately 3,500 LF of buried lines with 11 peds and 1 cabinet, appear to be on our existing right of way and are not reimbursable to them, but is estimated to cost them \$37,000.00 to relocate.

Continued.....

The existing city of Kingsland facilities consisting of approximately 5,500 LF of 8" water main, fire hydrants, valves and 8" sanitary sewer with manholes that appears to be in conflict, all appear to be on our existing right of way and are not reimbursable to them, but is estimated to cost them is \$555,000.00 to relocate (the city will probably seek Utility Aid).

The existing cable TV facilities belonging to Kingsland Cable TV consist of approximately 2,500 LF of aerial cable that appear to be in conflict, appear to be on our existing right of way, attached to Georgia Power Poles and are not reimbursable to them, but is estimated to cost them \$25,000.00 to relocate.

The existing power facilities that appear to in conflict belong to Georgia Power Distribution which consist of approximately 2,500 LF of 3 phase aerial distribution with 16 poles, appear to be on our existing right of way and are not reimbursable to them, but is estimated to cost them \$160,000.00 to relocate.

The existing Georgia Power Transmission facilities consisting of a substation, 230KV and 115KV lines at this time do not appear to be in conflict, nor are they anticipated to be impacted.

The existing gas facilities that appear to in conflict belong to Atlanta Gas Light which consist of approximately 250 LF of 2" gas main, appear to be on our existing right of way and are not reimbursable to them, but is estimated to cost them \$10,000.00 to adjust.

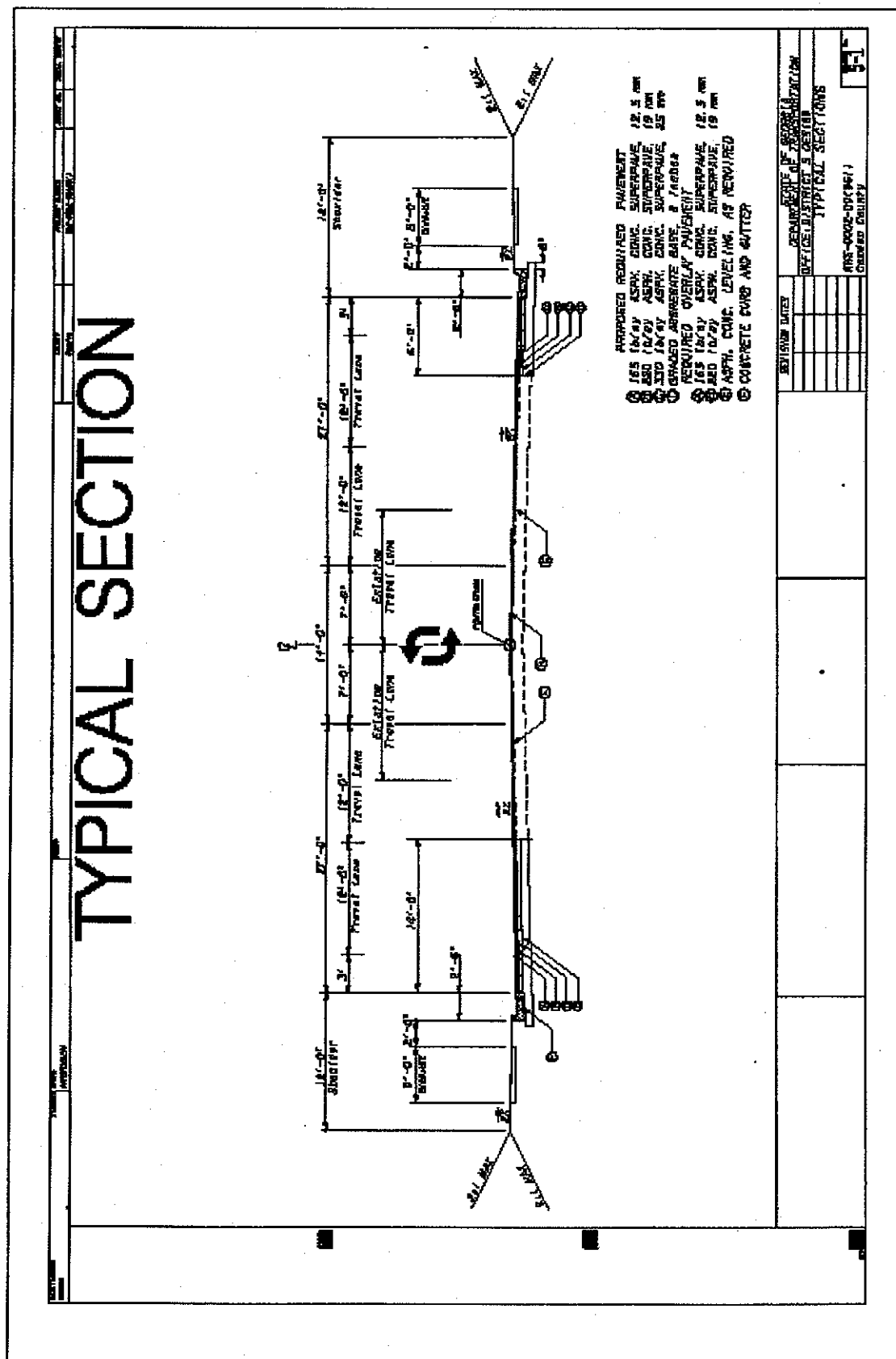
The total estimated relocation cost for this project is \$787,000.00.

The total estimated reimbursable cost for this project is \$0.00.

If there are any questions please contact George Shenk at george.shenk@dot.state.ga.us or (912) 427-5859.

Copy:

Jamie Simpson, Office of Financial Management (via e-mail)
Harvey Keepler, Office of Environment/Location (via e-mail)
District Office files
Utility Office Files



QUERY SUMMARY
For Year(s): 2000,2001,2002,2003,2004,2005,2006

Year	County	Route Type	Route Number	Beginning Mileage	Ending Mileage	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2000	Camden	State Route	004000	13.51	15.00	18	37	18	0
					2000 SubTotal	18	37	18	0
2001	Camden	State Route	004000	13.51	15.00	20	40	11	0
					2001 SubTotal	20	40	11	0
2002	Camden	State Route	004000	13.51	15.00	20	40	19	0
					2002 SubTotal	20	40	19	0
2003	Camden	State Route	004000	13.51	15.00	21	44	9	0
					2003 SubTotal	21	44	9	0
2004	Camden	State Route	004000	13.51	15.00	30	63	12	0
					2004 SubTotal	30	63	12	0
2005	Camden	State Route	004000	13.51	15.00	29	59	14	0
					2005 SubTotal	29	59	14	0
2006	Camden	State Route	004000	13.51	15.00	28	55	9	0
					2006 SubTotal	28	55	9	0
					All Years (6 Years)	166	338	90	0

GDOT ADTSEC

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ACCIDENT RATE CALCULATION for year(s) 2000, 2001, 2002, 2003, 2004, 2005, 2006
Accident Data Information System

Co To
Camden County
Route Number
Vehicle Miles

ACCIDENT RATE CALCULATION 2000

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2000	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2000	Camden	1	00000	11.55	14.08	11,768	0.33	4,501

Total Vehicle Miles: 21,841	Total Accidents: 18	Accident Rate: 225
Average ADT: 11,063	Total Injuries: 16	Injury Rate: 201
Length in Miles: 1.43	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2001

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2001	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2001	Camden	1	00000	11.55	14.08	11,768	0.33	4,501

Total Vehicle Miles: 24,311	Total Accidents: 20	Accident Rate: 225
Average ADT: 16,766	Total Injuries: 11	Injury Rate: 124
Length in Miles: 1.43	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2002

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2002	Camden	1	00000	11.55	14.08	11,768	0.33	4,501

Total Vehicle Miles: 24,319	Total Accidents: 20	Accident Rate: 223
Average ADT: 16,910	Total Injuries: 19	Injury Rate: 212
Length in Miles: 1.43	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2003

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2003	Camden	1	00000	11.55	14.08	11,768	0.33	4,501
2003	Camden	1	00000	11.55	14.08	11,768	0.33	4,501

Total Vehicle Miles: 24,364	Total Accidents: 23	Accident Rate: 238
Average ADT: 16,872	Total Injuries: 9	Injury Rate: 191
Length in Miles: 1.43	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

http://tomcat1/GDOT_Ver1.1/GDOT_ADITSEC.cfm?acc_add=166&inj_add=90&fatal_ad... 7/19/2007

GDOT ADTSEC

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ACCIDENT RATE CALCULATION 2004

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2004	Camden	1	004000	13.35	14.00	10,410	0.54	3,610
2004	Camden	1	004000	13.35	14.00	10,410	0.77	8,016
2004	Camden	1	004000	14.05	15.35	16,929	1.29	21,829
2004	Camden	1	004000	14.05	15.35	16,929	0.91	15,397

Total Vehicle Miles: 30,861	Total Accidents: 30	Accident Rate: 162
Average ADT: 14,490	Total Injuries: 17	Injury Rate: 63
Length in Miles: 3.51	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2003

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2003	Camden	1	004000	13.35	14.00	11,970	0.54	4,218
2003	Camden	1	004000	13.35	14.00	11,970	0.77	8,998
2003	Camden	1	004000	14.05	15.35	23,540	1.29	33,842
2003	Camden	1	004000	14.05	15.35	23,540	0.91	16,990

Total Vehicle Miles: 55,910	Total Accidents: 29	Accident Rate: 142
Average ADT: 15,929	Total Injuries: 14	Injury Rate: 69
Length in Miles: 3.51	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

ACCIDENT RATE CALCULATION 2006

Year	County	Rt Type	Route Name	Low Mileage	High Mileage	ADT	Distance	Vehicle Miles
2006	Camden	State Route	904000	0	0	0	0.00	0
2006	Camden	State Route	904000	0	0	0	0.00	0

Total Vehicle Miles: 0	Total Accidents: 0	Accident Rate: 0
Average ADT: 0	Total Injuries: 0	Injury Rate: 0
Length in Miles: 0.00	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Description of project was given along with information about plans to enhance the current traffic light at the east end of the project. The proposed right of way is about 120' with one possible displacement. Currently a signal is not needed at Grove Blvd. Chris was concerned about possible sight distance problems if a traffic light is not put up here.

Bryan Czech suggested realigning Grove Blvd on the north side so we will not get into the UST on the south side. If this suggestion was used then that would increase the amount of traffic on Grove Blvd. and a traffic signal may be warranted.

It was recommended removing only the existing curb & gutter that is flush with the roadway from N. Grove Blvd. back to N. East St. on the north side. This would back up the beginning of the project from MP 13.85 to MP 13.55. There was some discussion where to end the curb and gutter on the east end. It was recommended to end the curb & gutter at Truss plant Road. One suggestion was to tie into ditch paving close to the interstate, but this would extend the project too far.

James questioned whether the curve on the west end met speed design. Christy said it appeared that SE had been added.

George said that Georgia Power had concrete poles with transmission lines and that Georgia Power owned the easement. He also said there was a 12" gas main on Grove Blvd. that crosses the road and a 10" water main on the south side that runs parallel to S.R. 40. George also stated that the utility poles were joint use.

It was suggested that we check the signal data again to see if the Grove intersection warrants traffic signal.

Tom Franklin suggested that we acquire limited access.

Field Visit – Looked at Grove Blvd intersection. It was determined that it would be possible to realign on the north and south without a lot of impacts. We confirmed that curb and gutter would have to be replaced in the curve from N. Grove Blvd. to N East Street on the north side. Also decide it would likely be better to widen on the north side. Found that concrete poles were not on this project, but closer to the interstate. Where to tie Williams street into Grove Blvd was discussed. One possible solution was using part of the post office driveway on Groves and going through a commercial parking lot with a loading dock and tie back into Williams St. Second possible solution was to run Williams Street to N. May St. or N. Satilla St. out to S.R. 40 and cul-de-sac the end of Williams Street.

Those in attendance:

Bill Coleman-City of Kingsland
Dennis Odom -GDOT design
Cassius Edwards-GDOT design
Chris Needham-GDOT traffic operations
Tom Franklin- GDOT RW consultant
Donnie Boyd-GDOT location
Jeffery Young-GDOT location
Binyam Araya- GDOT location
Marcus Day -P & A Engineering
Gwen Mungin- City of Kingsland
Craig McGalliard- Atlanta Gas Light
George Shenk- GDOT Utilities
Bryan Czech- GDOT Brunswick Area
Dan Langston- GDOT ROW
Mayor Kenneth Smith SR- City of Kingsland

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE NHS-0002-00(861), Camden County **OFFICE** Environment/Location
P.I. # 0002861

DATE May 23, 2007

FROM Harvey D. Keeper, State Environmental/ Location Engineer

TO Glenn W. Durrence, District Engineer
Attn. Christy Lovett

SUBJECT Traffic Assignments for S.R. 40

We are furnishing estimated traffic assignments for the above project as follows:

GRONE BLVD
TC # 0141

2006 AADT = 11000
2012 AADT = 14200
2032 AADT = 23000
K = 10%
D = 52%
T. = 13%
24 HR. T. = 21%
S.U. = 4%
COMB. = 17%

@ I-95
TC # 0143

2006 AADT = 20400
2012 AADT = 26000
2032 AADT = 42000
K = 10%
D = 52%
T. = 13%
24 HR. T = 21%
S.U. = 4%
COMB. = 17%

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 699-4454.

HDK/AFE